

Chief, St/I/R

30 January 1957

THRU : Chief, D/S

Chief, S/TR

Requirements for Rail Journey Mukden-Antung
REF : St/I Office Notice No. 97, 30 October 1956

1. If stranded at a railroad station for several hours, keep a count of the number of trains which pass in each direction. If possible, give a breakdown of these trains by freight, passenger, and other types. Be sure to indicate what period of time is covered by the train count. In addition it is valuable to have a count of the number of freight cars on each freight train sighted. Give the maximum and minimum number of cars observed; or give the most frequent number of cars. Such a count should also be made while train is moving, giving in addition to the above information the city or mileage post where each train was passed.

2. Is the line single or double tracked? If partially double tracked, locate accurately the two points between which double track is found. Where the line is single tracked, give the location of each siding or yard seen, and the number of tracks in each.

3. Describe the transportation of petroleum products. Does petroleum ever move in trains carrying petroleum only, or is it always included in trains with other freight?

4. What type of signals are in use along the lines? Are they color light type, or the semaphore type? Do they appear to be automatic, or to be controlled by a hand-throw lever? Are they found only at stations? If they are also found between stations, how many signals are there, on the average, between any two stations? Make this count only on one side of the track.

5. Were any cars with Russian markings seen on this line north-west of Antung? If so, what type (box, tank, flat, refrigerator)? Were any North Korean freight cars seen?

6. What type of locomotives are in use pulling freight trains? Give the locomotive type shown on the side of the locomotive cab, and also give the wheel arrangement (such as 2-10-0).

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The following list of facilities, of prime interest to S/TR,
is submitted in response to St/I Office Notice No. 103:

- a. Transloading Yard
 - (1) Location: Chining (40-57N/113-02E)
 - (2) Function: Change of gauge point between USSR and Chinese railroad systems.
- b. Ministry of Railroads
 - (1) Location: Peiping (39-56N/116-04E)
 - (2) Function: Administers the Chinese Communist rail transport system.
- c. Ministry of Communications
 - (1) Location: Peiping (39-56N/116-04E)
 - (2) Function: Administers the Chinese Communist ocean and inland waterway transport system.

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